

BOARD OF COUNCILMEN.

The Board met at the usual hour yesterday afternoon, the President in the chair.

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both here and in New-England. No city in the country deserves a better credit than Chicago, taking into consideration the amount of its debt, its conservative financial management, and its rapid and substantial progress. The indebtedness of the city is entirely for municipal purposes. At the Second Board meeting was quite heavy, especially for New-York Central, Rock Island and Southern Guaranteed, all of which declined about 1/4 cent. After the Board, New-York Central sold down to 80 1/2. The closing prices were: Tennessee, 52 1/2; Virginia, 54 1/2; Missouri, 60 1/2; Canton Company, 57 1/2; Pennsylvania Coal Company, 52 1/2; Cumberland Coal Company, 52 1/2; Pacific Mail, 75 1/2; New-York Central Railroad, 80 1/2; Erie Railroad, 41 1/2; Hudson River Railroad, 35 1/2; Harlem Railroad, 35 1/2; Reading Railroad, 44 1/2; Michigan Central Railroad, 43 1/2; Michigan Southern and Northern Indiana Railroad, 52 1/2; Guaranteed, 22 1/2; Panama Railroad, 17 1/2; Chicago and North Western, 66 1/2; Galena and Chicago Railroad, 73 1/2; Cleveland and Toledo Railroad, 21 1/2; Chicago and Rock Island Railroad, 66 1/2; Illinois Central, 84 1/2.

In foreign exchange there is nothing of importance doing and markets have a downward tendency. Sterling is 110 1/2 for bankers' signatures. Commercial bills are down again 1/4 cent. Francs are 5 1/2.

Freights—To Liverpool, 160 bales Cotton at 13; 400 boxes Cheese at 40; 500 boxes Rosin on private terms; 100 bbls. Spirit at 4; 70 tons Oil Cake on private terms. To London, 400 bbls. Flour at 23. To Hamburg, 250 bbls. Rosin at 3. To Antwerp, 1,500 bbls. Rosin at 3. The ship Caroline Kay, on New-Orleans, to Liverpool with Cotton at 17 1/2, or to Havre at 11 1/2. A vessel of 170 tons out to and home from West Indies for \$1,400, port charges paid. A vessel from Salt Lake to Cuba for \$2,100.

The business of the Sub-Treasury was: Receipts, \$297,394.72; for Customs, \$80,000; Payments, \$169,219.07; Balance, \$418,175.62.

Mr. Cico continues to find a fair demand for 1/4 per cent for Treasury Notes at par. The other descriptions, excepting 6 per cent, are selling outside at 1/4 per cent discount for Custom-house purposes. Considerable parcels of Government \$5, 1874, have been recently taken at private sale at about current rates.

The business of the Clearing-House today was \$25,474,000. The money market presents no marked change, but although some of the banks are calling in loans, the week opens with increased ease. Demand loans on favorite securities are 6 1/2 per cent; short paper 6 1/2 per cent, and some leading names in March have been passed at 7 1/2 per cent. Very good long paper, however, goes at 7 1/2 per cent. The annual election of Managers of the Clearing-House takes place to-morrow, and it is estimated that an attempt will be made to make a change in the direction. A dividend of 4 per cent has been declared by the Paterson and Hudson River Railway, payable the 5th Oct., at the office of Stebbins & Bloodgood, No. 22 William street. There was a large attendance at the corner of Warren and West streets to-day, of persons desirous of subscribing to the stock of the new California Steamship Company, of which a call of a meeting of the stockholders for the election of directors is advertised in our columns. The full amount of the capital stock was subscribed for before 3 o'clock. Among those present were Commodore Vanderbilt, Moses Taylor, Chas. Morgan, Marshall O. Roberts, and many others. The subscriptions varied from \$50, 100 to \$500,000 each. We hear of no specie going to Boston for the steamer. No estimate can yet be made of the Saturday shipment, but it is not believed that it will exceed a million. A dispatch from Chicago announces that New-York Exchange has declined to 1 1/2 per cent premium.

The Peoria and Hannibal Railroad has, we understand, been enjoined by Peoria County from incumbering that road by borrowing money. It is now understood that the California mails of the 5th will go forward to San Juan by the St. Louis, belonging to the Pacific Mail Company. As there is scarcely any probability that facilities can be furnished or taking this enormous mail across Nicaragua, it will probably be taken down to Aspinwall, and sent forward in the usual way from Panama.

On the first of July last, the Directors of the Chicago and North-Western Railway commenced the work of finishing up their line, 50 miles, between Janesville and La Crosse Junction. With side-tracks, connections with other roads, &c., the whole amount of road to be built was 63 miles. The late severe storm on the lake has delayed its completion five days beyond the specified time, as several vessels loaded with iron for the road were out in the gale. They have all now safely arrived, and the line will be completed on Wednesday next. A grand opening celebration is set down for the 12th, and the road will be opened for business and regular freight and passenger trains will commence running on the following Monday, October 17.

The following statement shows the deposits and coinage at the United States Mint in Philadelphia during the month of September:

From California, \$4,350,000; From other sources, \$4,350,000; Total deposits, \$8,700,000.

MONDAY, OCT. 3—P. M. The market was quite firm in the early dealings at the Stock Board this morning, and an advance of 1/4 cent was established in the leading stocks; but, on the second call, much to the surprise of many of the operators, prices gave way suddenly, and the tone of the market underwent a quick and very decided change. The transition from apparent strength to evident weakness was very easy, and the conclusion is, that some of the operators for the rise, who had commenced the day with fresh purchases, and the design of rallying prices, were not only somewhat discouraged by the dull appearance of the market, but, at the same time, became half-conscious of the fact that they were "holding the bag" for others to fill up. At all events, the support given at the opening of business was almost entirely withdrawn on the second call, and prices fell back rapidly, with scarcely an effort on the part of the bears to produce such a result. The operations for several days past tend to confirm the impression we have before tried to convey, viz., that "the back bone" of the speculation for the rise has been broken, and the bears are evidently obtaining gradually the control of the market. There has not been from the start, that interest in the movements on the part of the outside public, which is essential to a substantial and permanent improvement in market values, the buyers coming mostly from among the veteran speculators of the street, and their friends. Keeping handsome profits at the prices recently ruling, many of these lenders in the speculation have quietly unloosed their stocks, and they remain in the bull interest find it more and more difficult to sustain the market. Since the rise commenced, people have been led also to analyze the nature and extent of the improvement in Railway business in regard to which so much has been written and said, and the result is a conclusion that the ratio of advance in the market prices of railway stocks has been greater than the ratio of improvement in business. New-York Central, Rock Island, and Galena, were the most active stocks of the day, each stock opening firm, and advancing until the second call, and then taking a sudden turn in the other direction until the close of the day, Michigan Central, Galena, Toledo and other stocks sympathized in these movements, and were not largely dealt in. Pacific Mail advanced to 80 on time at the Second Board, and was firm. In State stocks, a fair business was transacted at slightly better prices, mostly in Missouri and Tennessee. We notice sales of Chicago City 7s of the Sewerage loan at 90, and hear of large transactions at private sale. This bond is an especial favorite among those of Western cities, and has been taken largely for investment

in bond. The following are the latest quotations for American stocks:

Additional dispatch from the Hungarian gives the following as the latest quotations for American stocks:

The weekly statement of bank averages shows the specie line in quite as favorable a condition as was anticipated, and the whole statement was received in the street favorably. The specie reserve is nineteen millions and a quarter, and the actual amount to-day is probably something in excess of that. The largest loss of specie is by the Merchants' Bank, which has many of the foreign bankers' accounts. That bank also shows the largest decrease in loans. The American, also, keeps down largely. The specie reserve is now lower than at any time since December, 1892, and is \$16,000,000 below the highest point touched after the bank crisis. The loans in the mean time have touched \$130,000,000, and are now down to \$118,200,000. The decrease in deposits from the highest point, January, 1893, is about \$25,000,000. Thus, the banks have paid off \$25,000,000 of debt, and have lost \$10,000,000 of specie in doing so. The loan line is down nearly \$1,200,000, a contraction forced by the loss of gold, and naturally the deposits show also a large decrease. The contraction which has taken place since the Spring of this year has been very gradual, and has not put the commercial world to any inconvenience. Such a course in the summer of 1892 might have prevented the crisis of that year.

The following is a comparative statement of the condition of the Banks of the City of New York:

Nov. 24, 1892. Assets, \$119,367,420; Liabilities, \$119,367,420; Surplus, \$119,367,420.

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